



Roundtable Presentation of the Tajikistan Delegation

Roundtable Seminar on Ways Forward for Corridor-Based
Transport Facilitation Arrangements in the CAREC Region

Beijing, PRC
2-3 July 2012



Part 1 of the Presentation

Background

- Special significance to economic, trade, and customs cooperation within CAREC:
The share of CAREC countries is about one third of Tajikistan's external trade volume.
- Continuously seeking to take the Republic out of its transport deadlock.

➤ Establish transport corridor network from north to south and from east to west in the country, which meet all international standards.

➤ Adopted an action plan to simplify and minimize administrative barriers to export, import, and transit trade.

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Part 2 of the Presentation

Agreement on Cross-Border Transport of
Persons, Vehicles and Goods within the
Framework of CAREC

CAREC CBTA

- The Republic of Tajikistan and the Kyrgyz Republic signed the Agreement on Cross-Border transport of Persons Vehicles and Goods within the Framework of CAREC on December 2, 2010.
- Financial and technical support provided by ADB in development and implementation of the Agreement.

CAREC CBTA: Objectives

- Ensure seamless movement of goods, persons and vehicles along CAREC corridors.

Ensure seamless movement of goods, persons

Facilitate economic growth and poverty reduction in the countries.

CAREC CBTA: Agreement

➤ Provide an unimpeded right to perform international transport operations in the territory of their states for vehicles registered in the territory of the state of the Contracting Party.

Transit and interstate transport operations are to be exempt of all fees and duties, except for export and import customs duties.

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CAREC CBTA: Agreement

- Contracting Parties are to harmonize road and bridge design standards in accordance with:
 - The Interstate Agreement on Asian Road Network, 2003; and the Vienna Convention on Road Signs and Signals, 1968.
- Road safety and border and customs infrastructure and equipment are to be provided.

CAREC CBTA: Agreement

➤ Will simplify border crossing formalities by introducing "one-stop", "single window" principles, and harmonizing the system of determining the value of shipments and unifying the structure of documents.

Customs authorities will exchange information, coordinate their actions, and cooperate in fighting customs offences under this Agreement and within the CAREC Program.

CAREC CBTA: Agreement

- Publish on their websites relevant regulatory and legal acts, as well as procedures and documents regulating cross-border movement.
- Harmonize their national legislation with provisions of this Agreement.
- Applicable to CAREC Corridor 5 and Open for accession by any other country.

CAREC CBTA: Agreement

- Regulates measures and arrangements involving non-beneficial use of uncoordinated tariff and non-tariff trade regulation measures by countries of the region.
- Under customs cooperation arrangements, agreements shall be developed on strict compliance with customs securities and identification means and to determine the responsibility for their violations.



Part 3 of the Presentation

Agreement between the Government of
Tajikistan and the Government of the
People's Republic of China on
International Road Transport

The Agreement between the Government of the Republic of Tajikistan and the Government of the People's Republic of China was signed at the SCO Summit on August 28, 2008 in Dushanbe



Objectives

- Strengthen mutually beneficial cooperation in international road transport, as well as to develop friendly relations between the countries.

Effect of the Agreement

- In force since January of 2009.
- International road transport operations take place on the basis of annual permits envisaged for this purpose by the Contracting Parties.
- A joint working group has been established (the Ministry of Transport of the RT and the Xinjiang-Uyghur Autonomous Region, PRC), which addresses emerging issues related to implementation of this Agreement.

Gaps in the Agreement

- Not cover the issue of transit transport across the territory of the Contracting Parties, as well as transport operations to or from the third countries.
- Failed to fully regulate dispute settlement.

- A weak point of the Agreement is that it uses only one corridor (CAREC 5 – PRC – Khorog - Dushanbe), although transport operations can be also performed along the route Dushanbe – Vakhdat – Jirgital – Sary-Tash – Irkeshtam - Kashi (PRC)
- Currently, in connection with the closure of the road along the existing route to the PRC (via Kulma), Tajik operators have to perform transit operations via the territory of the Kyrgyz Republic, which creates additional barriers, in particular, Tajik operators have to transport cargo using Kyrgyz trucks, which cannot but affect the final cost of the transported goods.

Benefits

- Undoubtedly, the bilateral agreement contributes to expanding bilateral trade and economic relations between the two countries.
- It also envisages an increase in freight transport operations and improving the competitiveness of the country for transit transport via Tajikistan, thus contributing to the economic development of the countries.

Further Proposals to Refine the Current Agreement

- A provision should be included on establishment of a joint committee/commission consisting of competent authorities of the Contracting Parties (by introducing amendments and addenda to Article 19 or adding a new article to the Agreement).

- Also advisable would be a provision on establishment of a representative offices of competent entities of the Contracting Parties in their respective territories to support passenger and freight transport operations.
- It would further be helpful to agree on and sign the Rules of Procedure on application of this Agreement as envisaged by the Agreement.



Part 3 of the Presentation

Proposals for Further Transport Facilitation
in the CAREC Region

Proposals for Further Transport Facilitation in the CAREC Region

CAREC has identified the following priority areas:

- streamlining regional road transport agreements,
- establishment of unified frameworks for road and railway transport tariffs and fees,
- harmonization of road transport weight parameters,
- enhancing regional transport safety measures, and
- reducing costs at border-crossing points.

- To pursue these priorities, as well as to effectively use the transit potential of CAREC corridors, other CAREC member countries should consider the possibility of acceding to the CBTA (which has been earlier presented by our delegation) to effectively fill in the existing gaps in the current bilateral agreements.
- In this connection the Republic of Tajikistan as a Contracting Party stands ready to support other CAREC member countries in acceding to this Agreement.





Thank you for your
attention